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VANDERLIP REACHES MOSCOW FOR TRADE

Confident U. S. Must Enter Commercial Relations With Soviet Power.

HONORED BY LENINE
Bolshevik Leader Blames Troubles to Jealousy of Capitalistic States.

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. Moscow, March 15 (via REVAL, March 16).—Despite the Kronstadt uprising, Washington B. Vanderlip has arrived in Moscow with his thoughts entirely occupied with dreams of great concessions in Russia. He appeared very cheerful and said: "The United States must come in here commercially and straighten out things for the Russians, and that is why I am here."

Vanderlip is the honored guest of the Soviet and is living in a palatial hotel which is under the control of the Bolsheviks. He frequently sees Lenin, whom he finds calm and cool, he says, and adds that Lenin is still laughing a hard laugh all the time. He says that Lenin does not realize that he is under the continual observation of the avengers seeking his blood and won't admit for an instant that the end of Bolshevism is coming quickly. Lenin attributes all the trouble in Russia to the blockade and the boycott of Russia by jealous capitalist States and not to his own economic system.

Vanderlip, who always has an eye open for business, laid great stress on the large number of ships which he says are idle in American ports. He says that as soon as the new Washington Administration gets going these ships will be used to export American goods to Russia with mutual benefit to both countries. Vanderlip does not claim to speak with authority in behalf of President Harding, but he is confident that the new Administration will resume trade with Russia.

The New York Herald's correspondent in Moscow has obtained information concerning the following Americans: A business man named Carlson; Miss Haines, a Quaker; another business man, whose name could not be learned, but who seems to be engaged in some Soviet deal; a Red Cross worker named Klipatnick, a motion picture man named Flik, who is in jail; E. Kotian, his assistant, whereabouts unknown; Kolmanian, a naturalized American formerly associated with the "Russian-American Trade Company," secretly sent to prison by an extraordinary Soviet commission, and the "Czar" American dentist, who is imprisoned in the Andreievsky monastery.

ARMISTICE PROPOSAL IS MADE BY TROTSKY

Kronstadt Garrison Strongly Against Deal.

By the Associated Press. LONDON, March 17 (Thursday).—Trotsky is reported to be making new overtures for the capitulation of the Kronstadt fortress. His new terms would not require actual capitulation to the Soviet Government, but the signing of an immediate armistice and the assembling of a mixed commission to settle terms for a peaceful agreement. According to the despatch these holding the fortress decidedly against dealing with the Communists. Command of the Soviet army which is negotiating with Kronstadt has been given to Gen. Tuchatschewski, former commander of the Kronstadt fortress, who declares that he soon will reduce the fortress if peace overtures are refused.

Trotsky declared in an interview given in Moscow that "Petrograd is just as impregnable against a counter-revolutionary coup d'etat as it is to the Kronstadt fortress. Suppression of the uprising has been dragged out because we wish to avoid severe losses to both sides."

SOVIET PLEA FLOODS DOCKS OF BROOKLYN

A pamphlet calling on the workingmen of America to "stand by Soviet Russia" and predicting revolution in America, was distributed in many thousands all along the Brooklyn waterfront, between Twenty-third and Fifty-ninth streets last night. The pamphlet, which says that it was issued by the central executive committee of the Communist Party of America, apparently aimed to create disaffection among the thousands of shipyard workers who are to receive reductions in wages on the first of April.

In bold type at the head of the pamphlet are the words: "Workingmen of America."

Underneath this heading is the sub-head: "Stand by Soviet Russia." The police confiscated all of the pamphlets that they could find, but thousands reached the workmen before the police found them. The pamphlets taken by the police were turned over to the Bomb Squad in Manhattan, who reported the matter to the Department of Justice. The Bomb Squad sent men out all over the city in an effort to locate the men who were distributing the pamphlets.

Consul Refuses to Vise Vanderlip's Passport

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. New York Herald Bureau. Paris, March 16.

TRAVELLERS arriving here from Reval tell of an altercation over a passport recently between C. H. Albrecht, American Consul, and Washington Vanderlip, who claimed to have secured extensive concessions in Siberia from Lenin, when Vanderlip arrived there from America. The Consul demanded that Vanderlip surrender his passport when Vanderlip announced his intention of proceeding to Moscow, as the passport was not made out to include Russia in the countries to be visited.

Vanderlip indignantly refused to surrender his passport, declaring that if the United States would not protect him Great Britain would. He also declared at the consulate, in the presence of other Americans, that the United States will be obliged to recognize the Soviet Government in six months. He then left for Moscow without the United States Consul's visa on his passport.

BRITISH SIGN PACT FOR SOVIET TRADE

Continued from First Page.

parties to the agreement generally agreed to remove the blockade and allow the Soviet Government to export its goods to the British Empire or its interests in Asia, India and Afghanistan, the British Government making a similar specific pledge regarding the countries which were formerly a part of the Russian Empire. Also the agreement provides for the return home of the nationals of either party to the agreement providing those nationals wish to go home.

Both the parties to the agreement then agreed to remove the blockade and allow the Soviet Government to export its goods to the British Empire or its interests in Asia, India and Afghanistan, the British Government making a similar specific pledge regarding the countries which were formerly a part of the Russian Empire. Also the agreement provides for the return home of the nationals of either party to the agreement providing those nationals wish to go home.

It is in the arrangements for "agents" and "official agents" in each country that the agreement comes nearest affording political recognition of the Soviet Government. "Agents" are authorized to reside in the respective countries with what is equivalent to consular exemptions. "Official agents," on the other hand, are given nearly diplomatic powers, with the right to send cipher messages and sealed bags and to visit passports, etc., etc., such passports having the same credit as if they were issued or used by "a recognized foreign government." Also the agreement provides for a full resumption of private mail and telegraphic and wireless communications between Great Britain and Russia.

Both countries agree not to dispose of the property of the late imperial or provisional Russian governments in the United Kingdom until a treaty is negotiated between them, and that patent rights, trade marks, copyrights, etc., etc., shall await an Anglo-Russian treaty for settlement. Claims against former Russian governments are dealt with in a special document, which assigns the decision of such claims to the treaty settlement. Claims against M. Krasine, who is the meantime, without prejudice to the generality of the above stipulation, the Russian Government declares it recognizes in principle that it is liable to pay compensation to private persons who have supplied goods and services to Russia and for which they have not been paid.

M. Krasine told THE NEW YORK HERALD correspondent to-night he considered that the affixing of the signatures to the agreement marked a new era in the restoration of the world's economic normalcy. He said it removed one of the greatest uncertainties from the world's markets and opened up new fields of activity all around. He refused to discuss the effect of the agreement in the interior or Russia, but some of his colleagues made no effort to restrain their joy over it, asserting that the results of the agreement could not be overestimated in putting new life into the Soviet Government.

LONDON, March 17 (Thursday).—The Anglo-Russian trade agreement is strongly criticized by many London newspapers. The Morning Post appeals to Parliament to save Great Britain from dishonor by refusing to ratify "this deplorable transaction."

The Daily Telegraph says it is a most dangerous commitment, which the Government soon will have reason to regret. The Times scornfully speaks of "the surrender to the Soviet" and "an accommodation with a government of bandits, permitting them to sell their plunder in this country."

The Daily Mail says: "Bitter disillusionment awaits those who have placed hopes in Russian trade. Russia has nothing to export but propaganda." The Daily Express, the Daily News and the Chronicle welcome the agreement. The Herald, the Laborite organ, says that British labor has scored a great victory.

GERMAN AIRCRAFT INDUSTRY CRUSHED

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the aircraft builders in France and England are protecting their own commercial interests. Not that construction for peaceful purposes cannot prove useful in a war emergency, and that this supervision is important and in the interests of military safety. But here the line could be drawn scrupulously or freely. And it apparently has not been drawn scrupulously.

During the war aircraft were built in Germany by thirty-five concerns, aircraft motors by twenty-three and aircraft parts by ninety. Their production was 48,000 planes and 40,000 motors. Since the ratification of peace German production has been, according to the best estimate obtainable, forty to fifty planes, besides a number of experimental models. In addition to these the Entente sold back to Germany 149 surrendered planes for use on air routes.

Number of Planes Low.

The number of planes is low, despite the refusal of the German Government to acknowledge and enforce the anti-construction regulations of the Allied Control Commission. The one momentous experiment in Germany since the war, the building of a 1,000-horse-power metal passenger monoplane in the Zeppelin factory at Staaken, was followed by the allied experts with silent interest until the test flight established a brilliant success. And then the plane was promptly forbidden as being utilizable in war. The expense of this venture cooled the ardor of other German manufacturers to plunge into new building in anticipation of commercial sales. The only series manufacture done in Germany was by the Junkers Works in Dessau to fill an American order for 185 horse-power metal passenger monoplanes.

Other German companies which have continued manufacturing, but on a smaller scale, are the Luftfahrzeug-Gesellschaft of Stralsund, the Sablatnig-Flugzeugbau, the Fokker manufacturing of the Schweriner Industriewerke and the Hieseler Company. They are constructing either passenger or sport planes.

Of the German air routes only four are now in use: Berlin-Dortmund (500 kilometers), Berlin-Bremen (380 kilometers), Berlin-Königsberg (500 kilometers, irregularly), Berlin-Dresden (200 kilometers). The service is financed by the Deutsche Luftverkehrsgesellschaft (General Electric Company and Hamburg-American Line) and by the Lloyd-Luftverkehr Sablatnig-Gesellschaft (North German Lloyd). Besides these, several companies actually own machines and are licensed, though they are operating no lines as yet. The Rumpier Werke, the Luftfahrt-Gesellschaft, the Luftfahrt-Gesellschaft.

schaft of Stralsund, the Saxon, Baden and Magdeburg Air Ship companies, a small Stuttgart concern and a Bavarian firm comprise the list. The other licensed companies have their plans and papers, but no machines.

Make Other Products.

All the companies excepting those already named as active are reported to be making other products, like household utensils, boats, furniture and agricultural machinery.

The case is much the same in the motor industry, which is designing rather than constructing. The Entente forbids the building of war types, and unless the Government were wealthy enough to buy them these varieties, with their 220 to 260 horse-power, could not in any case be sold at home. Their high fuel consumption, not a handicap during the war when cost was not the criterion, makes them prohibitive for commercial purposes. The only large motors now being built are the 120 and 135 horse-power of the Bavarian Motor Works of Munich. The engine in the Junkers exported to America is the larger of this make. Even the Haake Works of Johannisthal and the Aero Works of Düsseldorf have had to abandon series production and confine themselves to single motors for test purposes.

Two Rigid Dirigibles Left.

The last two rigid dirigibles left to Germany, the small "Bodensee" and "Nordstern" (22,500 cubic meters), have been demanded by the Entente. All the large ships already have been confiscated and delivered. Even the airdromes have had to be torn down and their foundations destroyed. Only one, in Nordholz, near Cuxhaven, has been spared for eventual international travel.

And yet the prospects of transatlantic Zeppelin service were brilliant, in the opinion of German engineers. While the British were crossing the ocean with a carefully nursed dirigible two years ago the Germans were recalling the adventure of a Zeppelin during the war which, without applause, flew to an inland African point and return, a distance as far again as the 3,000 miles of the Atlantic crossing, and yet it returned with a third of the gasoline.

The design of the 108,000 cubic meter passenger ship of the Zeppelins has not yet been realized, but Germans in a position to judge its merits promise that a service to America will be established one day with this ship because it will prosper. Three dirigibles, one to be in constant reserve, could maintain a weekly sailing and make the crossing in two days. Three hundred passengers, with baggage, would have to pay only 50 per cent. more than present first class fares to assure dividends, it is calculated.

The following types have been designed in Germany since the war: Rieseeler type, 30 horse-power, with a two cylinder air cooled Haake motor. One man machine. No spans. A

"high winged" machine with struts, has wooden wings covered with a woven material (linen) and a steel pipe body. Length, 5 meters; width, 7 meters; surface, 11 square meters; weight when empty, 170 kilograms; speed, 95 kilometers an hour; running start, 30 meters; price, about 30,000 marks, or \$500.

Sablantig type, 20 horse-power, air cooled motor from the "Rheinische Aetowerke." Single seater, normally spanned, a wooden structure, with a threefold body covering of wooden bars. Length, 5.30 meters; width, 8.40 meters in span; weight when empty, 185 kilograms; speed, 110 kilometers an hour. Carries one person and benzine to last two and a half hours.

Three unspanned, high winged machines, the Fokker, Sablatnig and Albatros-Parnasol monoplanes, are similar. In none is the all metal type of construction used, and only in the Sablatnig does the wing incline toward the body. They are built chiefly of wooden bars and steel pipe, and, including the pilot, can carry six passengers, the Albatros even eight.

The cabins in all three types are equally comfortable, and the Sablatnig doors are only 40 centimeters from the ground. The Sablatnig also is equipped with a small collapsible airplane tent weighing 35 kilograms.

The Junkers all metal monoplanes, known in America under the name of "J. L.," are in a class by themselves and are the high mark in German passenger airplane construction to-day. With its 185 horse-power motor this plane was able to reach a height of 6,750 meters with eight passengers and developed a speed of 180 kilometers an hour.

The entire airplane is made out of a durable secret process aluminum alloy, a light metal of exceptional solidity which comes in stiff sheet form. The wings are completely without sustaining spans and struts and all supporting construction is internal.

The ability of the all metal airplanes to withstand all kinds of weather is an important factor in a commercial aviation industry. In Brussels, the Germans say, a number of English airplanes of wood, wire and cloth construction were left exposed to weather for several weeks, along with a Junkers. The other airplanes were virtually ruined; the Junkers unaffected.

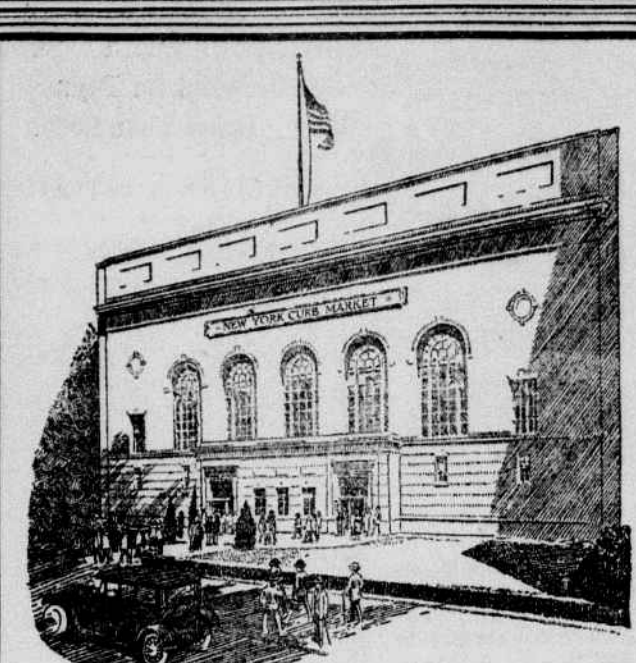
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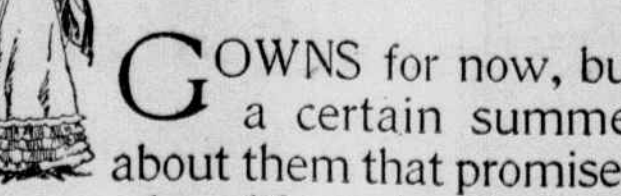
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